

APR-23-1993 18:25

FROM IRA SACHS

TO

13593940 P.03/08

SMALL BUSINESS

PROVO, UT 84601  
(801) 379-2500

HOUSE OF REPRESENTATIVES  
Washington, DC 20515-4403

April 21, 1993

S/035/012

Mr. Ira Sachs  
Stag Lodge #33  
Post Office Box 3000  
Park City, UT 84060

DOGM  
MINERALS PROGRAM  
FILE COPY

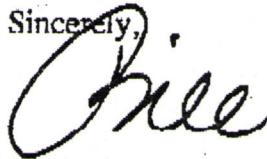
Dear Ira:

I appreciate the concerns you have raised regarding the construction of runway number three at the Salt Lake International Airport. As you know, the Environmental Impact Study did not address all of the issues and appears to have focused solely on air quality. Thus it left out some important factors in its assessment such as traffic congestion, safety, noise and the impact on the infrastructure.

Regarding the environmental impact on Utah's air quality specifically, I am concerned with the fugitive dust that will be created. In addition, I am also concerned that the studies thus far have not addressed the impact the volume of trucks will have on already existing traffic and the potential for serious injuries or possible deaths. I am anxious to review ongoing reassessments. My understanding is that these issues will be considered once the contract is awarded, but I am concerned that this may be too late. Thus, I have forwarded a letter to Mayor Corradini requesting that she consider a delay in the award for the hauling contract until these concerns can be evaluated.

My office continues to closely monitor this situation and I would appreciate any further information you could provide. Thank you for your interest and involvement in this issue. I really appreciate your keeping me informed and your suggestions. Next time I am in Park City I would like to visit with you in person on this and other issues. See you then.

Sincerely,



Bill Orton  
Member of Congress

WHO/nre

APR-23-1993 18:26 FROM IRA SACHS

TO

13593940 P.04/08

03:CEPM BY PC TO PHILIP OFFICE  
04-23-1993 18:26 \$30 220 1400

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ZUS

DENVER POST-PB

# \$4 million airport job steered clear of council

## WED, MAY 11, 1993 Revolted truckers say they're pawns

TRUCKERS from Page 1B

would like to see this resolved," said Commissioner Elaine Valente. "But we can't resolve it on the backs of the taxpayers."

Commissioner Jim Neimark, said he, too, has concern for the truckers, but the trucks can't be allowed to destroy county roads.

Denver Aviation Director George Dougherty said the restrictions won't alter Denver's plan to open the airport in October 1993. "But there may be an impact on expense to contractors."

Denver officials said Adams County is awaiting a bargaining chip at the expense of its own residents, since the restrictions penalize drivers travelling from Adams County areas.

"They're doing it to their own ticks," said Denver City Councilwoman Stephanie Fouts.

But Denver also is alleged, and Dougherty said the city may take legal action against the county for closing Denver access to its land and closing roads without proper public notice.

Dougherty said Denver may create a new access by building East 36th Avenue into the airport. The city could start East 36th from Tower Road and stay entirely within the proposed route.

Under a 1991 agreement with Adams County, the city has the right to run tracks on East 36th, 32nd and 30th avenues, plus Tower Road.

But Adams County has posted signs on westbound 36th Avenue that bar right turns onto Tower Road, the main airport entrance. Signs also forbid a left turn from southbound Tower onto eastbound 36th Avenue.

The county has closed East 36th and 32nd avenues east of the airport and has limited weight on East 16th, 14th and 12th avenues to 8 tons, banning all construction traffic.

By Bill Mottram  
Denver Post Staff Writer

Only days after the Denver city attorney's office ruled that change orders at the new airport don't require city council approval, city officials are proposing a \$4 million change order at Denver International Airport.

At a council meeting Dec. 24, Councilman Ted Hackworth argued that change orders, or contract overruns, for \$300,000 or more should require council approval since the city charter calls for all expenditures of \$300,000 or more to be passed by the council.

But an opinion issued Dec. 30 by Assistant City Attorney Lee Marquie and approved by City Attorney Dan Muise says change orders are administrative procedures that don't require the council's nod.

### No bidding required

Councilors say that opinion allows the city to speed through new contracts without putting the work out for bid by classifying them as change orders.

Yesterday, Public Works Director Bill Smith told the council the Webb administration plans to issue a change order out of the \$4 million job of grading the 10-acre United Airlines hangar and flight kitchens site. The work will be awarded to Amtex Construction Co., which has a earth-moving job near the United site.

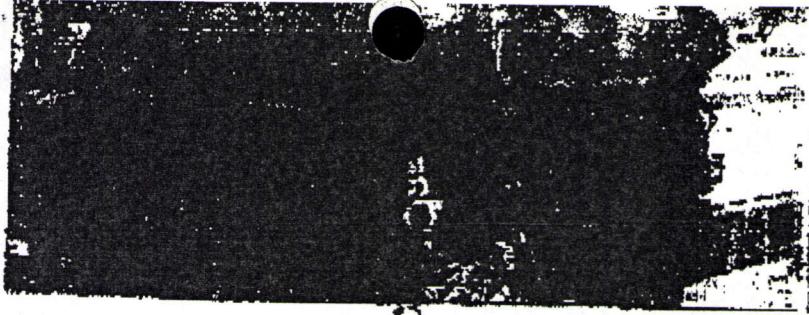
Smith told the council if the city went through the competitive bidding process on the United grading job, the land wouldn't be ready in time for United to begin construction in May, as planned.

### FIGHTS AHEAD POSSIBLE

But he noted not everyone is pleased with the proposed change order. Kiewit-Western Corp. also wanted the work, but its price for the work was higher and was rejected. Kiewit is now threatening to legally challenge the transaction, Smith said.

Before Christmas, Hackworth said \$1.4 million in change orders owed PCL Construction Services for work on the new airport's subway train tunnel and on Concourse C would be approved by the council.

Hackworth, the chairman of the council's budget committee, said he'll hold hearings on possible changes to the city charter that would limit change orders to 5 to 10 percent of the original contract.



The Denver Post / John Webb

**GRAND TOUR** Denver Mayor Wellington Webb leads the mayors of Wheat Ridge, Thornton, Brighton and Northglenn on a tour of Denver International Airport yesterday.

# Construction road truce OK'd

By George Radaj J392  
Denver Post Staff Writer

Denver and Adams County have signed a truce ending this winter's range war over maintenance of several construction access roads to the new Denver International Airport, county officials confirmed yesterday.

Denver officials still are negotiating with the city of Aurora over yet another construction traffic route, and hard feelings and fierce competition con-

tinued between Denver and Adams County over where major air cargo carriers will move when Stapleton Airport closes and Denver International opens in October 1993.

But Adams County Commission Chairwoman Elaine Valente said yesterday that as far as county officials are concerned the roads issue has been resolved.

The roads agreement signed more than a week ago by Valente, Commerce City Mayor David Busby,

Denver Mayor Wellington Webb and other officials basically call for portions of East 104th and East 120th avenues to be opened to the heavy construction trucks.

Specifically, the agreement says that 104th Avenue from U.S. 85 east to Tower Road now is an authorized truck route, along with 120th Avenue from Tower Road east to the Denver International Airport construction site at approximately Powhaton Road.

"Existing unpaved sections, approximately 2.5 miles, of 104th Avenue east of Highway 85, will be paved by Denver or the county at Denver's expense," the agreement said. "No intersection or bridge improvements are included."

The agreement makes Denver responsible for repairs of the construction traffic roads.

Maintenance costs will be shared by the counties, as they are on previously established truck routes.

# Low-fried truckers say they're paying

By JEFFREY M. KATZ  
OF THE DENVER POST

**Sale between Adams County and Denver could add to airport costs**

By JEFFREY M. KATZ  
OF THE DENVER POST

Local truckers and haulers holding building materials to International Airport said they are being used as pawns in a battle between Denver and Arapahoe, and that will add to the growing airport.

Only this week, paved signs to town, limit weights, close trucker speeds, trying to prevent trucks from using roads and their construction traffic.

By contrast, a proposal a yesterday for the controls, says truckers are designating roads outside Denver agreed to help.

"We're the lunch meat between two pieces of bread. We're looking for help."

Tom Ponziochella,  
owner, Sims and Spikes Trucking

"We're looking for help," said Jim Peetschelle, owner of Stan and Shipes Trucking. "We're looking for help," said Jim Peetschelle, Stan and Shipes Trucking. Bill Peetschelle, Ralph Mattner, Bill White, Jeff Keltz and owners of several other paving and tracking companies involved in much road between two said their customers were bid on the re-

construction that each of their 20 to 50 trucks could make 10 or 11 trips a day from sand and gravel pits to the airport.

The new signs cut off the street routes and reduce the trip to six or seven a day, ostensibly saving work at the airport and adding to the proposal's cost.

"It's a major producer, a major concern of the trucking industry in this town, and the prices are going up," Peetschelle said.

White excused the statements of being hypocritical by saying they want airport jobs for county residents. Yet the company that wins those jobs will then profit.

"We are on the contractors' side and

PHOTO BY TRUCKERS ON 59

# Adams County

## curbs airport truck traffic

By George Lane  
Denver Post Staff Writer

The Adams County Commission  
yesterday stepped up

efforts to keep heavy construction  
trucks off certain county  
roads that they say have been  
damaged seriously by trucks  
hauling construction materials  
to the new Denver Int'l. air-

port. The county, after a contentious  
meeting, began putting  
up "No right turn" and "No tail  
gate" signs

### **ENHANCED**

to keep the  
trucks from cracking the roads.

Also, weight- and speed-limit  
signs will go up on the roads  
which weren't authorized for

construction traffic in an Ad-  
ams County Denver agreement.

The action followed a letter  
from the Colorado Contractors  
Association asking commissioners  
to set up more truck routes  
to the site to help contractors  
face work schedules at Denver  
International Airport, set to  
open in October 1993.

But rather than OK new  
roads, the commissioners  
cracked down on traffic using  
any routes other than those au-  
thorized in the agreement.

The authorized truck routes  
through unincorporated Adams  
County are East 90th Avenue to  
Boulder Rd to East 50th Ave.  
Due to the size of Tower Road

from East 50th to 16th ave.,  
county commissioners chose the  
16th road direct to the  
site for Asay, Adams Cor-  
poration public works director.

Among the roads not au-  
thorized for the construction traffic,  
which the county says  
is being disregarded, are parts  
West 16th, 14th, 16th and  
12th avenues, Polomac Street,  
Buckley and Chambers no-  
and some unpaved roads.

Asay and Saed Dabbari,  
and transportation engineer,  
estimated it would cost \$10  
million to improvements  
make the roads capable of han-  
dling the heavy construction  
trucks that have been hitting  
them. Millions more dollars  
will be needed for final repara-  
tions to the roads after the airport  
completion, they said.

Yesterday, Asay gave commissioners traffic con-  
ditions (continued) — including photo of heavy trucks camping on  
the unpaved roads.

A photograph of a Boston truck & trailer of dust near new airport  
crossing a bridge clearly ma-  
rked for a 16-ton capacity. One end of the truck  
showed that a large portion of the side sheet  
age or liner truck was torn  
off, revealing the overhanging and exposed  
the assigned trailer.

Any and many trucks are  
through unincorporated Adams  
County are East 90th Avenue to  
are using CB radios to holler and the average  
each other avoid state route of construction trucks to  
scale set up on the unincorporated roads is 62  
miles per hour.

High cause  
not resident  
unincorporated  
16,10 mph  
To the  
adult. Denver  
Agreed to  
adult that  
it after con  
sport.

By George Lane  
Denver Post Staff Writer

Denver and Adams County pulled off a probably unusual resolution of the battle to build highways yesterday as they walked a range war on the prairie just outside Denver's airport.

The day started off with a bust-out at East 48th Avenue and Townsp Road, where Adams County has won control. No "keep" signs and road barricades stopped construction crews off a highway that wasn't authorized for airport traffic in a Denver

#### ADAMS COUNTY

and Arapahoe County agreement to add a bypass around the airport and barricades. Adams crews charged the trucks at the traffic signal at the intersection, making it almost impossible for the

trucks to flow smoothly past the signal. Yesterday morning, several Denver police officers and airport construction officials went to the intersection and demand ed that the county transportation director of aviation, and county were trapped on the two lanes at East 48th Avenue.

Unbroken fence, vehicles and the barrier, "a wire

at 4 p.m., April 23, 1993," Commissioner Malone said the barrier through the

car wash through the

barricades go back up,

box key to the bridge is changed. Adams County Adminis-trator Randy Shultz,

the face of which the

county altered the sign-

At 3 p.m. yesterday,

Evans Denver's adminis-trator of aviation, and cou-

try was trapped on the two

lanes at East 48th Ave-

nue and the barrier, "a wire

at 4 p.m., April 23, 1993,"

car wash through the

barricades go back up,

**FAX TRANSMITTAL SHEET**

PLEASE NOTE: IF YOUR NAME APPEARS ON THE LIST BELOW, THIS MESSAGE IS FOR YOU. INTERESTED PARTIES IN THE SALT LAKE AIRPORT CONSTRUCTION PROJECT. IF YOU HAVE RECEIVED COMMUNICATION IN ERROR, OR HAVE QUESTIONS OR COMMENTS, PLEASE NOTIFY US BY TELEPHONE:

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<del>BURNS, JOELLE</del>	F # 801-359-3940	
COLLETT, MARK	F # 801-364-0909	
CORDNER, BURNELL; UT AIR QLTY	F # 801-536-4099	P # 801-563-4022
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HATCH, U.S. SEN ORRIN	F # 202-224-6331	P # 202-224-3121
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JACKSON, ROD; 4 T.V.	F # 801-975-4440	
JOHNSON, CHARLIE; GOV OFF	F # 801-538-1528	P # 801-538-1514
JOHNSON, LLOYD; ROB & SCH	F # 801-364-0909	P # 801-364-0900
KRUSE, MIKE; UPRR	F # 402-271-5861	P # 402-271-5445
LEAVITT, GOV MIKE	F # 801-538-1528	P # 801-538-1514
LOH, DR. GENE; GOV OFF SC/TECH	F # 801-581-1528	P # 801-581-5505
LYNCH, JAY; UPRR	F # 801-595-3554	P # 801-595-3526
MARTINEZ, LEE; ORTON'S OFF	F # 801-963-9350	
MATHIS, PETER; KTVX, GM	F # 801-975-4440	P # 801-975-4444
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